





### Today's Advertisements.

**H. WELBY-COOK'S ANIMATOSCOPE**  
EDISON'S LATEST WONDER  
will be exhibited at the THEATRE ROYAL  
TODAY  
(SATURDAY), August 21st,  
at 9 P.M.  
And on MONDAY, THURSDAY and  
SATURDAY Next.  
The programme presented before  
SIR CLAUDE MACDONALD  
at the British Legation, Peking,  
will be repeated.  
Tickets may be had at Messrs. ROBINSON &  
Co.'s or at the Door.

PRICES OF ADMISSION:—  
Dress Circle, \$1 & 50c.  
Stalls, \$1 & 50c.  
Hongkong, 19th August, 1897. (188)

### NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamship**

**"ROHILLA,"**  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk into the  
Kowloon and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, ex S.S. Himalaya.  
From Calcutta, ex S.S. Simla.  
From Persian Gulf, ex S.S. Simla.

Optional goods will be landed here unless  
instructions are given to the contrary before 5  
P.M. TO-DAY.

Goods not cleared by the 25th instant at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 20th August, 1897. (189)

### NORTHERN PACIFIC STEAMSHIP COMPANY.

### NOTICE TO CONSIGNEES.

**STEAMSHIP "VICTORIA,"**  
FROM TACOMA, VICTORIA, YOKOHAMA,  
KOBE AND SHANGHAI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for counter-  
signature, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk and  
expense.

DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 21st August, 1897. (188)

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR MANILA (DIRECT).

THE Company's Steamship

### "SUNGKIANG,"

Captain Dodd, will be despatched as above  
on TUESDAY, the 24th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st August, 1897. (188)

### FOR SHANGHAI.

THE Steamship

### "LOONGMOON,"

Captain F. W. Scholz, will be despatched for the  
above Port on WEDNESDAY, the 25th  
instant, early.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.  
Hongkong, 21st August, 1897. (189)

### FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

### "LIGHTNING,"

Captain J. G. Spence, will be despatched for the  
above Ports on WEDNESDAY, the 25th instant,  
at 3 P.M., instead of as previously advertised.  
For Freight or Passage, apply to  
DAVID SASSON, SONS & Co.,  
Agents.  
Hongkong, 21st August, 1897. (189)

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR KOBE (DIRECT).

THE Company's Steamship

### "TAIYUAN,"

Captain Nelson, will be despatched as above on  
WEDNESDAY, the 25th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st August, 1897. (188)

### NORDDEUTSCHER LLOYD.

### NOTICE.

**STEAM TO YOKOHAMA, KOBE AND NAGASAKI.**  
(Passing through the INLAND SEA.)

THE Company's Steamship

### "JOHNZOLLERN,"

Captain H. Blocker, will leave for the above Ports  
on or about THURSDAY, the 26th instant.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 21st August, 1897. (189)

### NORDDEUTSCHER LLOYD.

### NOTICE.

**STEAM TO SHANGHAI.**

THE Company's Steamship

### "FRIZ HEINRICH,"

Captain O. Coppers, will leave for the above Ports  
on or about THURSDAY, the 26th instant, will leave  
for the above place about 24 hours after arrival.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 21st August, 1897. (189)

### Today's Advertisements.

IN THE SUPREME COURT OF  
HONGKONG  
PROBATE JURISDICTION.

IN THE MATTER OF THE ESTATE OF ALFRED  
PARKER LATE OF VICTORIA IN THE  
COLONY OF HONGKONG, ENGINEER, DE-  
CEASED.

NOTICE is hereby given that, the Hon-  
ourable the CHIEF JUSTICE having, in  
virtue of Ordinance No. 3 of 1867 Section 58,  
made an Order limiting, in the 1st day of  
October, 1897, the Time for CREDITORS and  
Others to send in their CLAIMS against the  
above Estate.  
All CREDITORS are hereby required to send  
in their CLAIMS to the Undersigned before the  
said date.

Dated this 20th day of August, 1897.  
DEACON & HATTINGS,  
Solicitor for the Executor,  
35 Queen's Road,  
Hongkong.

### ENCOURAGEMENT FOR THE SICK.

MR. BYRON DE WINTON  
THE EMINENT SPECIALIST

PHILADELPHIA, U.S.A.

Desires to inform the citizens of HONGKONG that  
he may be  
CONSULTED FREE OF CHARGE,  
at his consulting rooms—  
THOMAS' GRILL ROOM,  
IN ALL  
PRIVATE, NERVOUS AND CHRONIC  
DISEASES.

It matters not what your trouble may be,  
come and let me diagnose your case. If it  
is curable I will tell you so; if not, I will tell you  
that; for I will not undertake a case unless I  
am confident of effecting a THROUGH CURE.  
It will cost nothing for consultation, so call and  
satisfy yourself. Each visitor seen Privately—  
Confidence Absolute—Success certain in all  
cases undertaken.

TREAT Every character of disease: Asthma,  
Catarrh, Neuralgic, Throat and Lung Disease,  
Constipation, Diseases of the Digestive Organs,  
Liver, Kidney and Bladder Complaints; Stric-  
ture, Fits, Piles, Blood and Skin Diseases—all  
forms affecting body, mind, throat, skin and  
bones; Blisters, Eruptions, Herpes, Eczema,  
Old Sores, Ulcers, Painful Swellings, &c., from  
whatever cause, treated successfully by means  
of a Safe, Time-tested Potent Remedy.  
Stiff and swollen joints, and Rheumatism, the  
result of Blood Poison, cured.

If you are suffering from any COMPLICATED  
NERVOUS, SPECIAL ACUTE, or  
CHRONIC DISEASE, consult at once,  
ONE OF THE GREATEST SPECIALISTS  
IN THE WORLD.

My researches and extensive experience have  
given me superior advantages, and I guarantee  
to cure every case undertaken.

Consulting Rooms:  
THOMAS' GRILL ROOMS.  
HOURS—10.30 A.M. to 8.30 P.M.  
CONSULTATION AND DIAGNOSIS FREE  
AND INVITED.

Hongkong, 21st August, 1897. (189)

### FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

### "THALES,"

Captain Douglas, will be despatched for the  
above Ports on TUESDAY, the 24th instant,  
at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAFAIR & Co.,  
General Managers.  
Hongkong, 21st August, 1897. (188)

### DOUGLAS, STEAMSHIP COMPANY, LIMITED.

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General Managers.  
Hongkong, 21st August, 1897. (188)

### Intimations.

A. S. WATSON & CO.,  
LIMITED.



BY APPOINTMENT.

### WINE & SPIRITS.

WE beg to call attention to our PRICE  
LIST OF WINE & SPIRITS as  
below:—

As these are all selected and bought first  
hand by our London House we save any inter-  
mediate profits and are thereby enabled to  
supply the best qualities at Moderate Prices.

### PORT.

(For Invalids and General Use.)

B VINTAGE, superior quality, Red  
Capitole.....\$4.40 \$1.20

C FINE OLD VINTAGE, superior  
quality, Black Seal Capitole.....16.20 1.35

D VERY FINE OLD VINTAGE,  
extra superior, Violet Capitole.....20.40 1.70

(Old Bottled).....20.40 1.70

### SHERREY.

B SUPERIOR PALE DRY, dinner  
wine, Green Seal Capitole.....\$10.80 \$0.90

C MANANILLA, PALE NAT-  
URAL SHERREY, W-1/2  
Capitole.....12.00 1.00

CC SUPERIOR OLD DRY, PALE  
NATURAL SHERREY, Red  
Seal Capitole.....12.00 1.00

D VERY SUPERIOR OLD PALE  
DRY, choice old wine,  
White Seal Capitole.....14.40 1.30

E EXTRA SUPERIOR OLD PALE  
DRY, very fine quality,  
Black Seal Capitole (Old  
Bottled).....20.40 1.70

B, C, and D are excellent dinner Wines or  
for invalids and delicate stomachs. D and E  
are after-dinner Wines of a very superior vintage.  
All are true Xeres Wines.

### OLARET.

B ST. ESTEPHE, R-d  
Capitole.....\$6.95 \$7.55 \$0.60 0.35

C ST. JULIEN, Red  
Capitole.....9.00 0.60 0.75 0.40

D LA FOSE, Red  
Capitole.....12.00 1.00 1.10 0.60

SALTE FOY.....7.10 0.50 0.60 0.35

CUISSE.....9.60 0.44 0.80 0.45

CHATEAU D'AN-  
GLADE.....13.20 1.40 1.10 0.60

CHATEAU HAUT  
BRION LAR-  
RIET.....18.60 1.90 1.60 0.80

CHATEAU MOU-  
TARON.....21.00 2.20 1.80 0.90

Our Clients, including the lowest prices, are  
guaranteed to be the genuine product of the  
juice of the grape, and are not artificially made  
from rubies and currants, as is generally the  
case with cheap Wines.

### BRANDY.

A HENNESSY'S OLD  
PALE, Red Seal Capitole.....21.00 1.75

C VERY OLD COGNAC,  
COGNAC.....24.00 2.00

V.O. D HENNESSY'S FINEST  
VERY OLD COGNAC,  
COGNAC.....36.00 3.00

V.V.O. E FINEST VERY OLD  
COGNAC,  
COGNAC.....48.00 4.00

All our Brandy is guaranteed to be pure  
Cognac, the difference in price being merely a  
question of age and vintage.

### WHISKY.

SCOTCH—  
A THOMAS' BL. MD, White Cap-  
sule.....\$10.80 \$0.90

B WATSON'S GLENROCHY MEL-  
LOW BLEND, Blue Capsule,  
with Name and Trade Mark.....10.80 0.90

C WATSON'S A HOUSE-GLAS-  
GOW, Red Capsule, with  
Name and Trade Mark.....10.00 1.00

D WATSON'S H.K.D. BLEND OF  
THE FINEST SCOTCH MALT  
WHISKIES, Violet Capsule.....14.40 1.20

E WATSON'S VERY OLD LIQUEUR  
SCOTCH WHISKY, Gold Cap-  
sule.....15.00 1.25

DANIEL CRAWFORD'S FINEST  
VERY OLD SCOTCH WHISKY.....14.40 1.20

Our lowest priced Whisky is of excellent qual-  
ity and of greater age than most brands in the  
market. We recommend our customers not to  
be deterred by the low price of some of the  
others. For a soda whisky, Thomas' Blend  
and Watson's Glenrochy are equal to any.  
Absolut-Glenlivet is a very old Peat Whisky  
(smoky) that could not be replaced in stock at  
the price. D and E are too well known to need  
comment.

### IRISH—

A JOHN JAMESON'S OLD, Green  
Capitole.....\$12.00 \$1.00

B JOHN JAMESON'S FINE OLD,  
Green Capsule.....15.00 1.25

C JOHN JAMESON'S VERY FINE  
OLD, Green Capsule.....18.00 1.50

All these are very fine and old. C has been  
stocked in Hongkong in wood for over 20 years,  
there being little sale for Irish Whisky in the  
Colony.

### AMERICAN—

Genuine BOURBON WHISKY,  
FINE OLD Red Capsule, with  
our Name and Trade Mark.....\$14.00 1.25

A FINE OLD TOM, White  
Capitole.....\$7.20 \$0.60

B FINE UNWATERED, White  
Capitole.....7.20 0.60

### RUM.

FINEST OLD JAMAICA, Violet  
Capitole.....\$15.00 \$1.25

GOOD LEWARD ISLAND.....\$10.00 0.80

GOOD LEWARD ISLAND.....\$12.50 per Gal.

### LIQUEURS.

BENEDICTINE, BLACKBERRY BRANDY,  
CHERRY BRANDY,  
CHAMPAGNE,  
CRME DE CACAO,  
FERRUGIN,  
DR. SINGET'S ANGIOTONIC BITTERS,  
AND  
AERATED WATERS.

A. S. WATSON & CO., LD.,  
THE HONGKONG DISPENSARY,  
HONGKONG, 21st August, 1897.

BIRTH.  
On the 5th instant, at Soochow, the wife of J.  
F. R. M.D., of a daughter.

### The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 21, 1897.

### WHAT IS A PASSAGE HOME?

In the Appellate Division of the  
Supreme Court of Judicature, before the  
Master of the Rolls and Lords Justices A.  
L. SMITH and G. RIGBY, on the 19th ultimo,  
a judgment was delivered that is of so much  
interest to shipowners, their employees,  
and to British Consuls that we have felt it  
advisable to direct special attention to it.  
The case (Edwards v. Steel, Young & Co.)  
is on all fours with many that have in  
comparatively recent times occupied the  
attention of the Consular and Colonial  
Courts in the Far East and it is very  
satisfactory, therefore, to now have the  
question of the meaning of the words  
"passage home" absolutely and finally  
settled, thanks to a seaman named  
EDWARDS who held out for his "rights"  
with a dogged perseverance that he and  
his backers must now very deeply  
regret. It appears from the opening  
statement of counsel that the appellant,  
EDWARDS, was engaged by the defendants  
on the 31st of July, 1896, at West Hartle-  
pool, to serve as seaman on board their  
steamship *Capensis*, at a wage of £4 a  
month and rations. In accordance with a  
provision of the contract of service the  
plaintiff, after the vessel had touched at  
various foreign ports, was paid his wages  
due to that date at Antwerp by Her Ma-  
jesty's Consul at that port, and discharged  
by the defendants. EDWARDS claimed  
under Section 186 of the *Merchant Shipping  
Act, 1894*, to be sent back to West Hartle-  
pool and paid expenses for food and the  
like on the journey. The Consul decided  
that the defendants were liable to pay only  
so much, and with this sum the master of  
the ship purchased a ticket for him to  
Grimsby. During the voyage he had to  
pay his own maintenance, and on arriving  
at Grimsby he took train to West Hartle-  
pool, and in the action sought to recover  
from the defendants £1 3s. 4d. for tra-  
velling expenses, and also wages at 2s. 8d.  
a day, and rations at 2s. 4d. a day for the  
period between the date when he was paid  
off at Antwerp and his arrival at West  
Hartlepool. The action was tried by Mr.  
JUSTICE COLLINS, who, in giving judgment  
in favour of the defendants, said the nego-  
tiations at Antwerp relative to the plaintiff  
being paid off in a foreign port were con-  
ducted between the Consul and the seaman,  
and the captain had paid the seaman all  
that the Consul found was due to him. He  
must hold, therefore, that the passage to  
Grimsby taken by the captain for the  
plaintiff was a "passage home" within the  
meaning of the Statute, as he was not pre-  
sented to a consular officer in the port at  
which the voyage commenced. The  
question was one of considerable impor-  
tance to seamen and shipowners, and the  
plaintiff therefore appealed.

Mr. RONSON, Q.C., said the real point  
was what was the meaning of the words  
"passage home" in the *Shipping Act, 1894*.  
Section 134 (c) of that Act directed that,  
in the event of a seaman's wages or any  
part thereof not being paid or settled,  
then, in certain events, the seaman's wages  
would continue to run and be payable  
until the time of final settlement by the  
master. That was one point which their  
Lordships would have to decide. By  
Section 186 (a) it was provided



The N. C. Daily News reports that rinderpest has again broken out in Shanghai, and one native dairy in Scott Road has been seriously affected. Fortunately for the public this dairy is situated within the Settlement, so that the Municipal Council are able to control it. The Sanitary officers lost no time in taking measures to stamp out the disease and to prevent its spreading, and a special constable has been appointed to watch the dairy and prevent the owner distributing his ailing cattle about the country, as is usual with natives under the circumstances.

We learn on good authority, says the N. C. Daily News of the 16th inst., that the Jamieson-Hooley Syndicate have signed a preliminary contract with the Chinese Government for a loan of sixteen million pounds sterling at 5 per cent, in consideration of which they have been given the construction of important railway lines in the Empire. The sole representative of the Jamieson-Hooley Syndicate is Mr. K. Prosser, who arrived from England in the *Rossita* and who proceeds to Peking to ratify the contract. No one but Mr. Prosser has authority to enter into any transactions in the Far East on behalf of the syndicate, no matter of what nature they may be.

CASES of unlawful possession of property amongst the kiamen women are becoming very frequent of late, and a typical case was dealt with by Mr. H. E. Wodchose at the Magistrate's Court today. It was shown that early this morning a Police place went alongside a sampans at Praya West, and the officers found two bags of rice on board. A woman who was sleeping on the boat said that the rice had been put on board by a man who told her to wait there. The constable informed his Worship that the boat was lying under the Wharf. The woman adhered to her story in the Court, but Inspector Hanson said there was no doubt that the rice was unlawfully in her possession and that there was a very bad lot down at Praya West. His Worship sentenced the defendant to 14 days' hard labour.

### THE GYMKHANA.

Patrons:—His Excellency Sir William Robinson, K.C.M.G., M.A. Excellency Major-General Wilton Black, C.B., Commodore Swinburn C.H. and A.D.C.  
Committee:—The Hon. J. J. Bell-Irving, Hart Buck, Esq., Capt. Burney, R.A., R. M. Gray, Esq., V. A. C. at Hawking, Esq., T. F. Hoogh, Esq., J. McKie, Esq., Capt. Loveland, A.D.C., C. C. H. Foster, Esq., The Hon. E. H. May, C.B., C. H. Nelson, Esq., R. A. Col. The O'Gorman, D.A.O., G. H. Potts, Esq., Commander Taylor, R.N., The Hon. T. Whitehead, M.D. Wood, Esq., W. Y. R. L.  
Judges:—The Hon. J. J. Bell-Irving and W. A. C. at Hawking, Esq.  
Handicappers:—Hart Buck, Esq., R. M. Gray, Esq., G. C. H. Foster, Esq.  
Timekeeper:—G. H. Potts, Esq.  
Clerk of the Stables:—J. McKie, Esq.  
Hon. Secretary:—Lieut. A. L. The O'Gorman, D.A.O.

The third Gymkhana at the Racecourse, Happy Valley, this afternoon was favoured by real "Queen's weather." A pleasant breeze toned down the heat very agreeably, and the course and its surroundings looked very fresh and pretty after the rains. There were very small fields entered for the various events but the racing was interesting, competition being keen. The arrangements for the afternoon's sport were ably carried out by the respective officers.

In the early part of the meeting there was only a sparse attendance. Amongst the visitors were H.E. the Governor, H.E. Major-General Black, Col. O'Gorman, and Captain Phillips, A.D.C.

The duties of starter were very satisfactorily performed by Col. Gordon, W.V., and Mr. J. McKie, Mr. R. M. Gray taking the latter gentleman's place as Clerk of the Scales.

By kind permission of Colonel Gordon and the Officers of the 1st and 2nd West Yorkshire Regt. played some very creditable selections of music during the afternoon.

The following are the results:—  
HALF-MILE HANDICAP: first prize, \$45; second, \$20; entrance, \$100, but if left in after 2 p.m. on 18th inst. \$3 extra.

Mr. G. H. Potts' Toccin, 1st. 11b. Mr. Crane 1. Mr. Cox's Sancy, 1st. 11b. Mr. Cox 2. The Hon. T. Whitehead's Sport, 1st. 11b. Mr. King 3.

The Hon. T. Whitehead's Fandango, 1st. 11b. Mr. Head 2. First and second horses went away beautifully together and raced side by side till the finish, Toccin winning by a short neck. Sport a good third. Time, 1m. 45s.

HURDLE RACE, Handicap; once round course; first prize, a Cup, presented by W. Jackson, Esq.; second, \$100; entrance fee, \$3.  
The Hon. T. Whitehead's Kingcote 1st.

Mr. Borne 1. Mr. Leonard's Glendubb, 1st. 11b. Mr. Gibson 2. The Hon. T. Whitehead's Vicar, 1st. 11b. Mr. Cox 3.

Mr. Gibson's Hercules 1st. 11b. Mr. King 2. Glendubb went away in grand style and Hercules gave up at the first barrier. A splendid race between Glendubb and Kingcote with a fogging match up to the straight. Mr. Whitehead's beat but Glendubb on the post, Vicar was a fair third.

NOVICE RACE, five furlongs; 1st prize, \$45; 2nd, \$20; for ponies that have never won a race or Gymkhana event; to be ridden by members who never rode the winner of a race in China. Entrance \$3.

The Hon. T. Whitehead's Sport, 1st. 11b. Mr. Head 1. Mr. King's The Best 1st. 11b. Mr. King's 2. The Hon. T. Whitehead's Vicar, 1st. 11b. Mr. Drury 3.

Mr. Leonard's Glendubb, 1st. 11b. Mr. Courtney 3. A good start, with Glendubb slightly ahead. It was soon overtaken and passed by the field at the finish, Sport winning by three lengths from The Best. Time, 1m. 45s.

LADIES' NOMINATION, a bending race between ponies. Entrance \$2.  
After a hard run the heat laid between Col. The O'Gorman and Mr. Master and the latter won.

A FIVE HURDLE RACE, once round course; first prize, presented by C. C. H. Foster, Esq.; second, \$100.  
Mr. Cox's Sancy, 1st. 11b. Mr. Cox 1. Mr. G. Potts' Toccin, 1st. 11b. Mr. Crane 2.

Hon. J. J. Bell-Irving's Red Rag, 1st. 11b. Mr. George 3. Mr. King's The Best, 1st. 11b. Mr. King 2.

Sancy won a splendid race from Toccin, but being hampered by a nose, the others were not far behind.

### HONGKONG HOTEL CO., LTD.

An ordinary meeting of shareholders in the above company was held in the smoking room of the Hotel, at noon today. Mr. R. Chatterton Wilcox presided and there were also present Messrs. W. Parfitt and E. Osborne (Directors), C. Mooney (secretary), G. J. Gonsalves, G. C. Cox, A. Coultis, Hart Buck, W. Law, F. D. Goddard, C. Palmer, W. Hutton Potts, F. Henderson, Ho Fook, Lo Cheng Siao, Kat Tak, Han Chien Tik, Ip Cheung, Leung Tit Shan, Ho Yam Nam, Chan Chan Nam and Wong Kam Fook.

The Chairman said—Gentlemen, the report and statement of accounts having been in your hands for more than a week, I propose, with your permission, to take them as read. The report being the work of the Company's business will, I trust, be considered satisfactory. There was a very substantial increase in the net profit last half-year as compared with those of the same period of last year, and the profits of the first six months of 1896 showed a great increase on those of the corresponding half of 1895, a pretty reliable indication that the improvement has been steady. It is with profound satisfaction that the directors have at length felt at liberty to declare a dividend equal to six per cent per annum, more especially as they are also in position to carry forward a balance that will practically ensure their ability to recommend a not less appropriation for the current half-year. As you are aware, gentlemen, this half is our lean one, for the first three months its working has hitherto almost invariably resulted in a debit balance. I am very glad, therefore, to be able to inform you that the month of July showed a very decided improvement over the corresponding month of last year, and we have reason to think this improvement will extend through the rest of the half year. We have continued our policy of withholding the value of furniture, which is still very necessary, since much of it is suffering from the infirmity of age, and requires early renewal or covering. Coming to the repairs and renewal account, I may mention that the greater part of the \$6,000 transferred from profit and loss to that account has been expended; but this has been due to several extraordinary and exceptional outlays during the half-year that will not have to be repeated, and some of which will enable a saving to be effected, as for instance, through the alterations made resulting in the acquisition of dry and well ventilated storerooms, which will obviate the necessity of paying godown hire and prevent deterioration of the stock. The sanitary condition of the building has also been improved by the admission of light and air, securing a free current where ventilation was formerly obstructed by useless partitions and plaster walls. I may add that during the six months a music room, reading room, and smoking room have been provided, for which some new furniture and appointments had to be purchased. These rooms are, however, necessary adjuncts of a first class hotel, and they are much appreciated by the guests. The Bar receipts, as stated in the Report, have shown a satisfactory increase, but those from billiards have fallen off somewhat. We hope, however, that when Pedder's Wharf is constructed, and the stream of traffic from the harbour again flows past the Hotel, we shall experience a revival of custom in both these departments. The work of reclamation on the foreshore has lately made greater progress, though the visible effects are still very disappointing. In this seaward extension of their property the Company will possess a valuable asset. Only one small cell remains to be pitted, and we shall then cease to make provision for these payments. The prospects of the Company have improved all round, and I see no reason why it should not look for a season of prosperity after its long experience of adversity. But your directors do not intend to relax their efforts in the direction of economy and the prevention of loss by carelessness, waste, or profligacy, nor do they consider that there remains anything more to achieve now that the Company's stock has been lifted from a nominal quotation of \$7 per share to par (applause). I do not think there is anything further for me to add, gentlemen, but I shall be glad to answer any questions.

There being no question the Chairman moved the adoption of the report.

Mr. G. C. Cox—I second the motion with pleasure and I think the shareholders will agree with me that the report is a highly gratifying one (Hear, hear).

The motion was carried unanimously.

On the motion of Messrs. Ho Fook and Hart Buck, the retiring Directors, Messrs. R. C. Wilcox and W. Parfitt, were unanimously re-elected.

The retiring Auditors, Messrs. W. Hutton Potts and W. H. Gaskell, were re-elected on the motion of Messrs. Coultis and Palmer.

Mr. Ho Fook—I beg to move a hearty vote of thanks to the Directors and staff for having brought the company into a dividend-paying condition.

Capt. Goddard—I have much pleasure in seconding the motion. I think that our shares having risen in two years from 7 to \$30 shows a very satisfactory state of affairs and it was all owing to the untiring efforts of the Directors that this was brought about. The hotel accommodation is now better in every way, and the smoking, reading and music rooms have proved a very great benefit to the Hotel. I am pleased to second this vote of thanks, which the Directors fully deserve (Applause).

The Chairman in acknowledging the vote, said that, as in the past, so in the future, no effort would be spared by the Directors in promoting the welfare of the company. (Hear, hear.) The Chairman then notified that the dividend warrants would not be ready until the 30th, and that notices would be sent to all shareholders asking them to send in their scrip on or about the 23rd inst. The delay was owing to several changes in the office of Secretary and the long interval that had elapsed since a dividend had been paid. Holders of old scrip will be notified that the old certificates will be cancelled and new ones issued in their stead.

The meeting then terminated.

### THE NAVAL ESTABLISHMENT AT HONGKONG.

(House of Commons, July 28th.)  
Mr. Hogan asked the Civil Lord of the Admiralty whether a considerable extension of the naval establishment at Hongkong was contemplated; and whether he was aware that a large quantity of valuable machinery, liable to much risk of damage from climatic causes, had been landed in an unprotected condition before the erection of the proposed new engine shops had been commenced?

Mr. Austen Chamberlain: The answer to the first question is yes; and to the second, that consignments of machinery have been landed at Hongkong for use in case of emergency. The machinery can be erected in the open, but, if necessary, it will be protected by cheap temporary coverings until the new buildings are ready, as is usual in many private establishments in this country, so that no damage will result from climatic causes. *L. and C. Express.*

This confirms the news published in *The British Mail* on the 20th July, that valuable machinery was lying bare exposed to the weather.

### THE "LAWRENCE" ARMS CASE.

[Fairfax, 7 July 22nd.]

According to the *Hongkong Telegraph* the Arms Ordinance is being enforced without discrimination. Travellers arriving in the Colony on routes to other ports and places are entitled to have arms in their possession, and are not bound to throw them overboard the moment they get into the waters of the Colony; while masters and officers of merchant vessels trading on the coast are bound to have arms for their own protection. Captain Lawrence is doing three months in goal for taking his revolver on shore with him when he left his ship. In regard to this the *Telegraph* writes: "It may be said he ought to have known the law and got a licence. Who knows the law in this Colony? Where is it published? Where is the text of it to be found if a stranger wants to make himself acquainted with it? A Chinese traveller, a tea merchant, on his way to Foochow with a large sum of money in his possession was found with a revolver picked away among his clothes in his boxes. That is not 'carrying arms' within the meaning of the Ordinance, yet he was fined 100 dollars, with the alternative of three months' imprisonment. Not long ago two coolies, carrying a case of percussion caps or something similar from one godown to another in the Colony were had up and punished for carrying arms." This indiscriminate enforcement of a useful Act can hardly fail to prove exasperating. The last-mentioned case of the punishment of a couple of coolies who in the ordinary course of their work carried a package which happened to contain percussion caps or a tin of the sort from one godown to another is ridiculous, and can only bring the law into contempt.

### OUR HARBOURS AND DOCKS IN THE FAR EAST.

In the programme of naval defences which the Admiralty is slowly but steadily elaborating for the Far East dockyards and coaling stations are important factors, writes Mr. W. R. Lawson in the *Daily Mail*. He proceeds:—

"By a very happy accident nearly all the available sites for such stations, both in the Indian and Chinese seas, are in British possession. Aden, Colombo, Singapore, and Hongkong form an admirable chain of British naval ports which, when properly strengthened and equipped, should enable our warships to hold the sea against all comers. But there is much to be done to bring them up to a full degree of efficiency, and at least two or three years will be needed for its completion. As yet it is only in the preparatory stage. Difficult negotiations had to be carried through the Imperial and Colonial authorities. In the case of Colombo, an offer from the Imperial Government to buy one-half the cost of a new graving dock, estimated at £18,000, having been accepted by the Legislative Council of Ceylon."

"Everywhere—at Colombo, Singapore, and Hongkong—the colonists enter heartily into the views of the Admiralty, and will gladly do all they can to further them. But when business comes in they desire to be fairly dealt with on business lines. They have no wish to drive a hard bargain with the Home Government, neither do they think it should drive a hard bargain with them. Whatever local benefits they are likely to derive from new dock or harbour works they are ready to pay full value for. The claim of the Home Government to priority of service they are willing to concede within reasonable limits, but they desire to have an equitable partnership."

"The assertion of our naval supremacy in the Indian and Chinese seas is by general consent the crowning point of Mr. Goschen's naval programme. It is a pleasure to him to say that he has, generally speaking, the prospect of obtaining large results for a moderate outlay. In some cases he will find a great deal already done for him. At Singapore and Hongkong there are private docks of considerable magnitude, the services of which he will be always able to command. The Kowloon Dock Company, which owns a splendid stretch of sea front opposite the city of Victoria, can already take in vessels up to 300 feet long, and with little enlargement it might build a still larger one. In the new harbour at Singapore there is ample choice of sites for docks to be obtained at a moderate cost. One in every way suitable has been offered to the Admiralty by the Tanjong Pagar Dock Company, and the offer, if not accepted, is under consideration. Colombo has nothing immediately available, but the new dock authorised recently can be put in hand at once, and no doubt will be pushed on vigorously. When thoroughly equipped and fortified, these three dockyards will be beyond question the finest in the East. As a result they are unapproachable. Everything relative to their strength and efficiency is within easy reach, coal especially. They may draw with equal ease on the coasts of Australia, Bengal, or Borneo. Moreover, they can, in case of war, have almost a monopoly of the best and cheapest coal in the East."

"Japan is the only other Power in the Far East that under similar circumstances would have an independent coal supply. If she were doing what we do, she would be able to do so. At command every first-class harbour, dockyard, and coaling station in those seas—with perhaps one exception. As it is now, warships of all nationalities have to rendezvous at Hongkong in default of a more convenient place. Eight different navies were recently represented in Hongkong harbour, and four foreign admirals were flying their flags alongside the British flagships. They could not have found equal shelter within a thousand miles, or such a dockyard as is owned by the Hongkong and Whampoa Dock Company at Kowloon anywhere else in the Western Pacific."

In connection with the above article a *Telegraph* reporter to-day called on Mr. D. Gillies, Manager of the Hongkong and Whampoa Dock Company. That gentleman informed our representative that vessels could be taken into Kowloon Dock up to 350 ft. in length. Mr. Gillies quite agreed with the statement regarding the extension of his Company's docks and said they would be glad to extend them as soon as adequate encouragement to do so was received. "The Russian Government," Mr. Gillies added, "are constructing a dock at Vladivostok of just about the same dimensions as that at Kowloon. It will take ships up to 350 ft. in length, and has the same width and depth and depth of water as Kowloon. Whether owing to faulty workmanship or bad material I don't know, but the pier ends carried away the first time the calson was put in position. Falling this dock, those of our Company are the only ones out here that are sufficiently large to take in the largest class of ironclads."

### THE RUSSO-CHINESE RAILWAYS.

The *Novos Vremya* publishes a despatch from Nikolai, dated 1st July, which has been delayed in transmission owing to the telegraph wires having been damaged, stating that nothing is being done by China to keep in check her subjects who attack the Russian engineers and labourers engaged in building the Chinese Eastern Railway. It is added that the adoption of vigorous measures against the looting of the Chinese authorities is contemplated.

The *Vienna Politische Correspondenz* learns from St. Petersburg that the Tsar has given orders to accelerate the building of the Manchurian Railway as much as possible. The Russo-Chinese Bank has ordered twelve large river steamers, which are to transport railway material on the river Sinegati.

Latest news from the North is to the effect that the Russians are pushing on with the surveys as rapidly as possible.

### AUSTRALIAN HORRORS.

EXECUTION OF "BUTCHER" BUTLER.

The last scene in what are known as the "Australian Horrors" or series of murders at Glenbrook, near Sydney, N.S.W., was enacted in Darlinghurst Gaol, Sydney, on the 16th ult., when Frank Butler (his is the name he was best known by) suffered the law's last dread penalty for his villainous deeds. It will be in the recollection of our readers that several men who had gone out on prospecting expeditions from Sydney, with a partner whom they had met through advertisements, disappeared in most mysterious manner, and the partner when met in the bush was always alone. It was when an ex-convict named Lee Weller, who had joined a stranger to go in quest of gold, was misled by his friends that matters began to look serious. The police were set to work, and, after discovering some of his property under circumstances that aroused deep suspicions, the body of the captain was found buried in the bush. There was no doubt that he had been foully murdered, having been shot through the head from behind. A further search was made for other men who had gone missing, and were missing and two more bodies were found, each in the same position as that of poor Lee Weller, and in each case the murderer had done his fiendish work in the same fashion. Investigations in Sydney and Newcastle resulted in the man Butler being located as the "partner" of the victims, and he was then traced, by the complete chain of evidence, to the sailing vessel *Suanhilda* on-board of which he had shipped for Frisco as an A.B. under the name of Lee Weller. The vessel had left Newcastle but had been captured by a patrol boat from Sydney a few days later, and with her were two Sydney detectives and a constable who at one time was negotiating with Butler to go prospecting. The story is familiar now how the officers reached the Golden Gate in good time, and when the *Suanhilda* entered the harbour she was boarded and Butler was arrested very smartly and with no trouble. The law's delays kept the officers and their prisoner some time in Frisco, but at last he was placed on board the mail steamer and taken to Sydney securely ironed and in a specially fitted cabin. He was placed on trial in Sydney and after a long hearing of evidence the jury pronounced him guilty. He is described as being very calm during the trial and made several attempts to commit suicide previously, once opening a vein with his finger nail and again by cutting his throat with a tin tobacco tag.

The *Evening News* of the 16th ult. gives the following account of the execution of this extraordinary criminal, who cutives even the most hardened Deedsman. "The criminal of the century," as he was termed by—

Scarcely had the tone of the Post Office clock striking 6 o'clock given than there was borne to the little party assembled in front of the gallows the voice of the Rev. George Lane reading the burial service for the dead. A moment later and the condemned man himself put in an appearance. He was supported by two warders, one on each side. He walked erect, and took his place upon the fatal drop with a step that did not betray the slightest sign of weakness. Butler had changed little since he appeared in the court at Darlinghurst, with the exception that he wore more modest and a thick beard. The authorities, knowing his notorious propensities, hesitated to shave him. Butler was legironed when led forth to die. A warder now stepped down, and unlocked the iron, which were simply elongated handcuffs, and a pair of straps with swivel attachments were put on in their place. The official tugging with the iron seemed to take a painfully long time to complete the task. Another man entered, and Butler looked his last upon this world. While his iron was being knocked off, he allowed his gaze to wander at will over the little knot of spectators below him. The white cap was drawn over his face, and the bandman affixed the rope. As he drew the knot tight the flap of the covering was disturbed to one side and the man's face was again revealed, looking ghastly. The bandman now knelt down, and was about to turn to his assistant when Butler, who appeared the most calmly collected of men, suddenly exclaimed: "Let go, let go." Just as he was about to speak again the drop fell and he disappeared through the trap. The body awayed slightly from side to side and then hung lifeless. As the condemned man dropped he exhaled a deep breath, and the sound made was plainly audible several yards away. The neck was dislocated by the drop, which was 7 ft. 6 in. Immediately the trap was drawn and the murderer was lifted to the medical men. A view of closely observing the man's features. Death was instantaneous. As the body hung suspended it was seen that the features were not disfigured in the slightest degree. A slight stream of blood trickled down from the mouth, but the face was placid and immobile. The body after hanging for the statutory time was cut down and removed to the prison hospital. Butler gave no trouble to the executioners. He submitted quietly to the platonist, actually holding his arms in the proper position for the hangman to bind them. The condemned man stood up immediately the executioners entered his cell, and addressing that grim functionary remarked: "Don't keep me long." He was then led forth. He appeared deeply penitent, and as the procession wound his way from the condemned cell the convict about to die appeared to listen with more than ordinary eagerness to the words of his spiritual adviser.

On the day before the execution Butler was asked if anything more could be done for him. He replied, "All you can do for me is to hasten the execution as much as possible."

THE CONFESSION.  
The Attorney-General (Mr. J. Wan) said to a reporter: "Yesterday Butler called me to his cell and said that he was guilty of the murders of Lee Weller, Preston and Burgess, and that the sentence passed upon him was a just one. He was quite satisfied with the treatment he had received in goal and said everybody had been very kind. He said the same to the Rev. Mr. Lane, with the addition that 'he had been a very bad man, and for his previous crimes—if it were possible—he deserved to be hanged over and over again.'"

### THE PENANG GARRISON.

The *Penang Gazette* hears that, on the military detachment now stationed at Penang leaving that Settlement no European troops will be sent to take their place. That journal notes that, in such cases, the Settlement will be left to defend itself from internal as well as from external dangers. This, it is evident, would be a situation which might assume a very serious aspect. The police, as now constituted, would seem to have quite sufficient on their hands as it is, even with the band of regulars to back them up with prestige and possibilities, if not with actual intervention. How then, it is asked, can the Government exact more work from the Sikh and Malay armed contingents who have no such prestige, and who may be called upon to perform all the duties of carefully trained and disciplined troops in addition to those to which they are now accustomed? Crime and rowdiness are increasing at Penang. The *Penang Journal* concludes from this that, unless the Hon. J. M. Vernon and D. Lo, an able in writing a distinct promise from the Government never to withdraw the Detachment, not even in time of war, when Singapore is threatened, Penang is only buying herself up on an entirely false sense of security, as to which she may be disabused at any time.

### LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship Sir J. W. Carrington, Kt., C.M.G., Chief Justice.)

SECOND DAY—August 21st.

THE TAI-K'U-SUI TRAGEDY.  
The charge of manslaughter against Cheung Fuk, a carrier, was resumed to-day.

The Attorney-General (Hon. W. M. Gonsalves) instructed by the Crown Solicitor (Mr. H. L. Downer) prosecuted and Mr. J. J. Francis, Q.C., (narrated by Mr. Gage) appeared for the defence.

Wong Hing, an earth cooler, said that at about 1 p.m. on the 7th inst. he saw four men chasing one man and one of the pursuers (defendant) who had a pole, thrust at the man with it. Witness went up to them and asked what was the matter and they said it was none of his business.

Cross-examined by Mr. Francis, witness first said that he lived with Wong Kwai, one of the witnesses, after this affair and later contradicted himself saying that he had remained in the Yau-mai Station ever since. He said that he and Wong Kwai were present and after the beating had commenced some of his folks came up but, later, he said that no folks came up.

Sergeant Collins said on the 7th inst. he was on duty at Yau-mai Station. An Indian gentleman reported that he had found a body on the ground. He went to the place with Detective P. Po and found a wound on the back of the head of a deceased and a bruise on his left side.

Tam See a charcoal cooler was the next witness. When he reached the witness box he knelt down and began weeping until he was made to stand up. He said deceased was his younger brother. When he heard what had happened he made a report to the Police.

After his examination was concluded, witness again knelt down and said the prisoner was the man who killed his brother and asked that he should be hanged. Witness was removed.

Detective P. Po, P.C., corroborated Sergeant Collins's evidence. He said that prisoner was arrested in a bushy by him after having been pointed out by the witnesses Wong Kwai and Wong Hing.

The learned interpreter of the Yau-mai Station produced the following translation of the statement by prisoner: "I was lying in the cockpit. I heard a woman shout 'This!' I got up and saw the crowd chief running past my shed and saw a crowd beating and beating. I did not use the pole to beat him. The pole does not belong to my shed. The first witness is a contractor for earth coolers and had a contract to raise the floor of my boat shed. He paid no money to the coolers. I heard the coolers ask him for money yesterday (16th). I quarrelled with him because he did not pay the coolers."

Cross-examined, he said the first witness was Wong Kwai. He had been examined and given his statement at the Station before prisoner.

Inspector P. Po said he examined the ground pointed out to him by Wong Kwai and Wong Hing as the place where the beating took place. He could not see the crater factory from that spot nor could he see the road or path running past the factory. He had to walk 50 yards along the path towards the barrier before he could see them.

Mr. Francis said the evidence he was going to put before the jury amounted to this:—There were seven men living in this boatshed. One of them was the accountant and the others were coolers. Of course the prisoner was one of these and he would call a couple men from this boatshed who were actually in it at the time this alleged occurrence took place. The other men were working on boats in another shed belonging to the same man. Of the six men employed in the shed on this date there were only three, the prisoner and two others who were in this shed. From the witnesses they would hear that the prisoner was in the cockpit and asleep at the time when these beatings were supposed to have taken place. He had been there from 12.30 and remained there and never went out of the shed until the police went in and arrested him. Of the six men employed in the shed not one had run away and not one had left the shed, and when the prosecution said that the man who did the beating belonged to this tent and their witnesses said that they could identify the man, why did they not go to the shed and identify them? He would call a woman who saw the men chasing and beating deceased and knew that none of the people belonging to the Sing Yik (prisoner's) shed were among the men who attacked deceased.

Cheung Wong, a cook in prisoner's shed, gave evidence for the defence that prisoner was asleep in the cockpit on the 7th inst. from noon till a little after 2 p.m. After this he was suspended his tools and working till the police went in and not one had left the shed, and when the prosecution said that the man who did the beating belonged to this tent and their witnesses said that they could identify the man, why did they not go to the shed and identify them? He would call a woman who saw the men chasing and beating deceased and knew that none of the people belonging to the Sing Yik (prisoner's) shed were among the men who attacked deceased.

Kong Kam, a woman belonging to Mongkok village said that she saw deceased beaten by the men but was positive that defendant was not one of them.

This concluded, at 2.30, the defence and then Mr. Francis addressed the jury at great length, pointing out the contradictory nature of the evidence of the witnesses for the prosecution, and the utter absurdity of some of their statements.

The jury after retiring for a quarter of an hour returned a verdict of "not guilty" by 2 to 1. His Lordship asked them to reconsider the verdict as the law attached much importance to a unanimous verdict. The jury reconsidered their verdict and after a short consultation returned a unanimous verdict of "not guilty" and the prisoner was discharged.

### NOT A N D A.

CALENDAR.

AUGUST.

Meteorological means based on ten years' observations to 1895.

Barometer ..... 29.752  
Thermometer ..... 80.9  
Humidity ..... 83  
Rainfall ..... 13.89

TO-DAY.

On date at On date at  
to a.m. to a.m.  
Barometer ..... 29.81 29.71  
Thermometer ..... 81 75  
Humidity ..... 85 78  
Rainfall ..... 85 75

TO-DAY.

Saturday, 21st August, 1897.  
Chinese—21st of 7th moon of 23rd year of Kwong-si.

Jewish—25th Ab. 5657.  
Mohammedan—22nd Rabi 1, 1315.  
Sun—Rises ..... 5hr. 40min.  
Sets ..... 5hr. 25min.  
High water—Morning ..... 5hr. 55min.  
Low water—Afternoon ..... 10hr. 55min.  
No inferior high or low water.

ANNIVERSARIES.

1802—West India Dock opened.  
1838—Battle of Vimiera.  
1841—Sir Henry Pottinger arrived at Hongkong.  
1861—Helen Fong, Empress of China, died.  
1872—Treaty between Japan and Persia signed.  
1888—Taku-Tientsin Railway opened for passenger traffic.

1892—The s.s. *Yokohama Maru* burnt near Kobe.  
1895—Conspiracy in the Philippines reported in Madrid.

TO-MORROW.

Sunday, 22nd August, 1897. (tenth after Trinity.)  
Chinese—22nd of 7th moon of 23rd year of Kwong-si.  
(Fest of the Sun-ning, a Taoist festival.)  
Jewish—24th Ab. 5657.  
Mohammedan—23rd Rabi 1, 1315.  
Sun—Rises ..... 5hr. 40min.  
Sets ..... 5hr. 25min.  
Moon—Maximum Declination N. 5hr. 55min.  
High water—Morning ..... 5hr. 55min.  
Low water—Afternoon ..... 10hr. 55min.  
No inferior high or low water.

ANNIVERSARIES.

1485—Battle of Bosworth Field.  
1849—Assassination of Governor Amara, of Macao, by hired Chinese.  
1870—Assassination of Mr. Viceroy of Nanking.  
1874—The s.s. *Spark* seized by pirates between Canton and Macao.  
1884—Telegraph line to Peking opened.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., 10 a.m., 12 a.m., Evening, 5.45 p.m.  
Roman Catholic Cathedral:



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Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Plushes, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

## COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Alce-Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China.

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J. J. CARNAUD, 3, rue d'Argout, PARIS

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IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895)

AND IN THE MATTER OF AN APPLICATION ON BEHALF OF WILKINSON HEYWOOD &amp; CLARK, LIMITED, FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

NOTICE is hereby given that WILKINSON HEYWOOD & CLARK, LIMITED, carrying on business at No. 7, Caledonian Road, King's Cross, in the City of London, and at Victoria to the Colony of Hongkong and elsewhere have, on the 6th day of May, 1897, applied to His Excellency the Governor of Hongkong for leave to register certain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company.

The said Trade Marks have been or are intended to be used in respect of OILS, PAINTS, COLOURS, VARNISHES, and FRENCH POLISH Manufactured and Sold by the said WILKINSON HEYWOOD & CLARK, LIMITED.

Facsimiles of the said TRADE MARKS can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Under-Signed.

Dated the 15th day of May, 1897.

JOHNSON, STOKES & MASTER, Solicitors for WILKINSON HEYWOOD & CLARK, LIMITED.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895)

AND IN THE MATTER OF THE APPLICATION OF LO CHEONG, OF TAI PING BRIDGE, CANTON, IN THE EMPIRE OF CHINA, TEA DEALER, FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

NOTICE is hereby given that LO CHEONG, of Tai Ping Bridge, Canton, in the Empire of China, carrying on business alone at Tai Ping Bridge aforesaid under the Style of YAU KEE, as a TEA DEALER has, on the 16th day of March, 1897, applied to His Excellency the Governor of Hongkong for leave to register certain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of YAU KEE.

The said Trade Marks have been or are intended to be used in respect of LO KEE SENG PAU CHONG TEA TEAS in Boxes or Packages, however packed, belonging to or dealt in by the said YAU KEE.

Facsimiles of the said TRADE MARKS can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Under-Signed.

Dated the 15th day of May, 1897.

JOHNSON, STOKES & MASTER, Solicitors for YAU KEE.

**CHS. J. GAUPP & CO.,**  
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Völklinger and Schmitt's CELESTIAL MAPS, GLASSES, MARINE GLASSES, and SPYGLASSES.  
Nos. 54 & 55, Queen's Road Central. 140

**MITSUI BUSSAN KAISHA.**  
No. 6, Lee Hee Street, Praya Central.

Head Office—TOKIO.  
Branch Office—  
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents—  
Mitsui Coal Mines.  
Osaka Coal Mines.  
Kanada Coal Mines.  
Tokyo Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Imperial Government Paper Mills, Japan.  
Cotton Cleaning and Wg. Co., Shanghai.  
Onoda Cement Company, Japan.  
Kansai Cotton Spinning Mill, Japan.  
The Mito Cotton Spinning Mill, Limited.  
Tokyo Cotton Spinning Mill, Japan.  
Hayashi Clock Factory.  
Hongkong, 11th December, 1896. 141

## Shipping.

## STEAMERS.

## "BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BERALDER."

Captain Thomson, will be despatched as above on or about the 9th September.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 17th July, 1897. 1213

## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR SUNDAY AND KUDAT.

THE Company's Steamship

"DEUCALION."

Captain B. Branch, will be despatched on WEDNESDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 12th August, 1897. 1213

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FREY."

will be despatched as above about 25th August.

For Freight, apply to MELCHERS &amp; Co., Agents.

Hongkong, 10th August, 1897. 1211

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Company's Steamship

"NERITZ."

Captain Daniel, will be despatched as above on THURSDAY, the 26th instant.

ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 12th August, 1897. 1241

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

"AIRLIE."

Captain Ellis, will be despatched for the above Ports on FRIDAY, the 27th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 11th August, 1897. 1214

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS."

Captain Day, will be despatched as above on SATURDAY, the 28th instant.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 16th August, 1897. 1218

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX."

to sail about 31st August, 1897.

S.S. "PATHAN" to sail about 10th Sept., '97.

S.S. "BRAEMAR" to sail about 24th Sept., '97.

S.S. "MOGUL" to sail about 9th October, '97.

For Freight or Passage, apply to DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 20th August, 1897. 1879

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,

VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

THE Company's Steamship

"MOVINE."

Captain C. H. Kemp, will be despatched as above on or about the 9th September.

For Freight, &amp;c., apply to HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, 20th August, 1897. 1279

NOTICE TO SHIPPERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MORVEN."

will be despatched as above, about 10th Sept., '97.

For Freight, apply to MELCHERS &amp; Co., Agents.

Hongkong, 17th August, 1897. 1215

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMO.".

Captain Hall, will be despatched for the above Ports TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK &amp; Co., General Managers.

Hongkong, 21st August, 1897. 1273

"SHELL" LINE OF STEAMERS.

FOR LONDON.

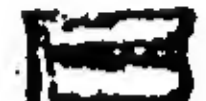
THE Company's Steamship

"EUPLECTRA."

Captain Menly, will be despatched as above TO-MORROW, the 22nd instant.

For Freight, apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 19th August, 1897. 1275



NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR KOBE (DIRECT).

THE Company's Steamship

"SANUKI MARU."

Captain B. Bridge, will be despatched as above on MONDAY, the 23rd instant, at 4 P.M.

This Steamer is fitted with Superior Accommodation for First and Second-class Passengers and is lighted by Electricity throughout.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 17th August, 1897. 1265

FOR SINGAPORE, PENANG AND CULCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spencer, will be despatched for the above Ports on TUESDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS &amp; Co., Agents.

Hongkong, 19th August, 1897. 1271

OCEAN STEAMSHIP COMPANY.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"IXION."

Captain Nish, will be despatched as above on TUESDAY, the 24th instant.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 20th August, 1897. 1278



NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK,

VIA SHANGHAI, CHEFOO, CHEMULPO,

NAGASAKI, FUSAN AND GENSAN.

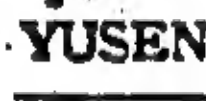
THE Company's Steamship

"HIGO MARU."

Captain H. Walter, will be despatched as above on FRIDAY, the 27th instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 17th August, 1897. 1261



NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract)

FOR KOBE AND YOKOHAMA.

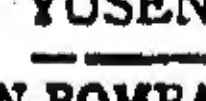
THE Company's Steamship

"IDZUMI MARU."

Captain R. Nemomi, will be despatched for the above Ports on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 20th August, 1897. 1281



NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract)

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"HIROSHIMA MARU."

Captain N. Oso, will be despatched for the above Ports on TUESDAY, the 31st instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 20th August, 1897. 1283

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A.1 British Ship

"FALLS OF DEE."

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 4th February, 1897. 1244

FOR SAN FRANCISCO.

THE 100 A.1 British Ship

"HEATHBANK."

McMichael, Master, shortly expected, will load here for the above Port, and will have quick despatch.

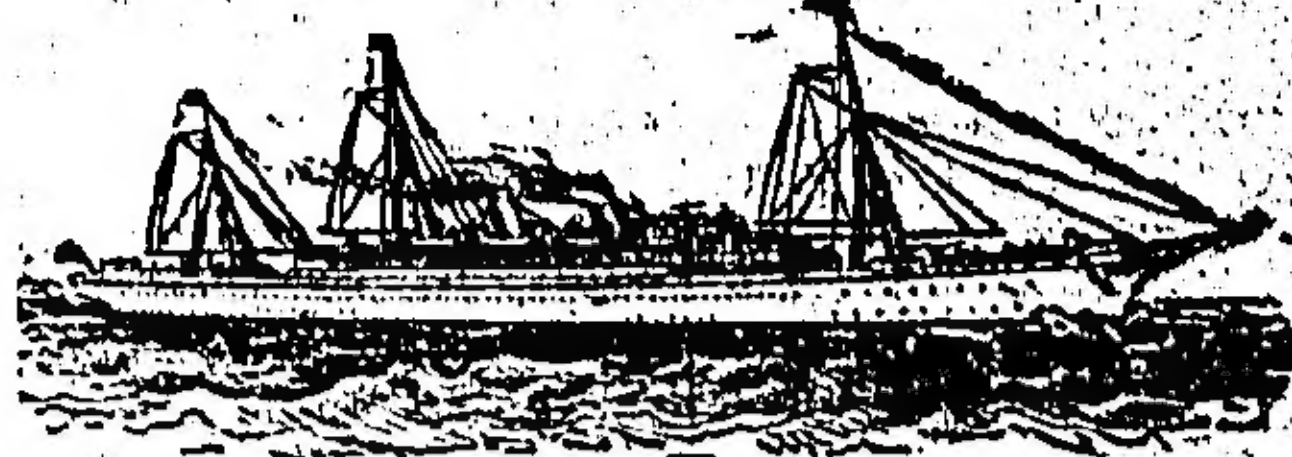
For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 17th August, 1897. 1277

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twice Screw Steamships—4,000 Tons—10,000 Horse Power—Speed, 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 29th September.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 27th October.

THE magnificent Twice-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey (avoiding the long passages generally experienced to the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Piddar's Street.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 2nd Sept., at Noon.

Belyle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 1st Sept., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 9th Oct., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 2nd Sept., at Noon.

Belyle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 1st Sept., at Noon.

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